

Approved For Release 2002/06/18 : CIA RDP74B00447R000100010070-4
JOINT MESSAGEFORM

SECURITY CLASSIFICATION

S E C R E T

TYPE MSG	BOOK	MULTI	SINGLE
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PRECEDENCE

ACTION ROUTINE

INFO

DTG

SPECIAL INSTRUCTIONS

342 FOLW B

25X1A

FROM [REDACTED]

25X1A

TO: [REDACTED] INFO: [REDACTED]

25X1A

25X1A ANALYST [REDACTED]

25X1A [REDACTED]

25X1A [REDACTED]

SUBJ: [REDACTED] REPORT

25X1A

1. ALL SECTIONS AND PIECES OF ART 342 FOUND ARE NOW AT

25X1A

[REDACTED] THESE PIECES AT [REDACTED] ARE FOR PURPOSES OF

25X1A

ANALYSIS. MAJOR SECTIONS NOT FOUND CONSIST OF THE LEFT HORIZONTAL STABILIZER, FUSelage FUEL TANK, COCKPIT CANOPY AND THE PILOT'S SEAT.

2. IT WAS NECESSARY FOR THE CHOPPER CREW TO DROP THE LEFT WING FROM ABOUT 100 FEET ABOVE GROUND DURING FIRST RECOVERY ATTEMPT. THE SITE OF RECOVERY WAS ON THE LEAD SIDE OF A RIDGE AND A DOWN SLOPE WIND CONDITION EXISTED. THIS WHEN AGGRAVATED BY THE AIR TURBULANCE CAUSED BY THE CHOPPER WHILE IN HOVER APPARENTLY CAUSED THE WING TO BEHAVE IN AN UNSTABLE MANNER AT TIME OF PICK UP. THIS, THE PILOT ELECTED TO DROP THE WING. IN MY OPINION, THE CHOPPER PILOT MADE THE RIGHT DECISION. AS A RESULT, THE WING BROKE AT A POSITION LOUgly SIX FEET FROM THE WING TIP. A NEW SLING ARRANGEMENT WAS USED ON THE SECOND RECOVERY WITH SUCCESS.

DATE	TIME
14	
MONTH	YEAR
JAN	66
PAGE NO.	NO. OF PAGES
1	2

TYPED NAME AND TITLE	PHONE	RELEASED BY	SIGNATURE
DR A F T E R	[REDACTED] CO/cca	[REDACTED]	[REDACTED]

TYPED NAME AND TITLE	Lt Colonel, USAF
CONFIDENTIAL	

25X1A

SECURITY CLASSIFICATION

REGRADING INSTRUCTIONS

S E C R E T

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